

FISHER HEARING

(Continued from Page 1)

business people here, and that as a whole the part-Hawaiians are becoming better.

Besides Mr. Rath, the others who were called upon this morning were B. F. Dillingham, who told extensively of his railroad operations here; A. W. T. Bottomley, of Bishop & Co., who was asked about the homesteading operations around Olaa, and H. Gooding Field, the expert accountant, who was called on briefly to comment on where he considers local conditions to need remedy. Mr. Field said that there is too much politics in local government affairs, but gave as his opinion that the larger interests here sincerely desire a change in the direction of more efficient government but are handicapped because they are outvoted at the polls by forces which stand for incompetency in office. Mr. Fisher asked Field if the interests would not exert more influence provided they should adopt a policy of doing more for the smaller fry, but Mr. Field did not answer this one way or the other, saying he has been a resident here but a short time and would not undertake to talk on this point.

The secretary went into railroad operations and financial history here to a considerable extent, finally asking for financial statements from the companies, which Mr. Dillingham said he would be very glad to furnish. Dillingham declared that the railroad have no objection whatever to a public utilities commission to exercise supervision over their operations, provided such a commission were made up of able, impartial and conscientious men. "We welcome any properly appointed commission," he said.

The secretary turned his inquiries somewhat upon the question of watered stock and Mr. Dillingham explained the financing of the roads in detail. Mr. Dillingham expressed some doubt as to the feasibility of homesteading the government lands under present conditions. Mr. Ashford questioned Mr. Dillingham upon the Oahu railroad's operations, evidently trying to establish the point that the railroad's present capital stock and great prosperity were built up on a cheaply acquired foundation, and Mr. Dillingham answered somewhat sharply that the road had developed this island from a point where taxes were around \$220,000 to a point where they are close to two millions.

"It would have given me great pleasure to adjourn the hearing today and tomorrow, in deference to the funeral of the Emperor of Japan," said the Secretary by way of opening the meeting this morning, "but my time is so short that I feel I can not spare any of it, so we must proceed as usual."

The first witness was B. F. Dillingham, who stated he is interested in the Oahu and Hilo railways, has large holdings of stocks in sugar and rice lands, and is responsible for the formation of several large agricultural corporations on Oahu and other islands.

The Secretary asked him for his opinion as to the suggestion of forming a public utilities commission here. Dillingham replied that in many ways it would be a good thing. "As far as the two railways are concerned, they, being in the Territory, come under the provisions of the interstate commerce act, and we have conformed to those laws since 1907."

He said no shipping interest had raised any question that required the attention of the interstate commerce commission.

"Now, naturally, your interests are on the side of the investor. Don't you think it would be a benefit if a commission of the right sort were appointed to handle the local questions?"

"Of course, it might, but I can see no need of it while we are directly under the higher body, the interstate commission."

The Secretary called his attention to the numerous State railway commissions on the mainland, which had been generally commended and endorsed by the railroads themselves.

"As far as I am concerned, or as the local railroads are concerned, I believe the appointment of a local commission would be welcomed, if it is deemed necessary. So far I believe we have given satisfaction and can see no immediate necessity for such a body."

Fisher then took up the question of combination between the railways and the steamship lines. Mr. Dillingham denied that any attempt had been made at a combination that bordered on monopoly. He entered into a discussion concerning the manner in which the various steamship lines had started and the railways had been built, giving a brief history of the enterprises.

As to the financial results, he said the Oahu line was started with a capitalization of \$700,000 and intended to extend only about 20 miles, or to Ewa. There was no apparent business in sight beyond that point. The franchise provided for a subsidy of \$700 a mile, granted after the first 15 miles should be built. It was only possible to build it on bonds, and the first \$300,000 was raised in the islands. Seven per cent. bonds were sold among the farmers. The \$700 a mile was paid only on the road beyond the first 15 miles. The road was finally extended to Kahuku, first to Waiwae, where a plantation was already established. This was in 1893, he thought, about four or five years after the original line to Ewa had been built.

Stock was issued equal to the total capitalization. The road began to pay dividends about ten or eleven years after its establishment. When the dividend reached 12 per cent. the capital stock was doubled. It was again increased in 1907 and again in 1912. The original capitalization was \$5,000,000. The last increase was \$1,000,000.

The present market value of the company's bonds runs, he said, about 102 or 103.

The net earnings, he said, are about \$1,000,000. The surplus dividend has largely gone into new rolling stock and extending the line.

Fisher asked if any of the original stockholders ever paid into the treasury. Dillingham answered he could not remember any large amounts thus paid by stockholders. The Secretary again asked if any of the stock now outstanding had been paid for by actual cash, turned into the company's treasury. Dillingham replied in the affirmative, and gave the name of one man who had purchased his stock outright.

Mr. Dillingham then gave a history of the development of the Hilo railway. That was an economical line, easily constructed, he asserted, costing only about \$20,000 a mile. He told how he and his associates withdrew in favor of some others who claimed to have several millions to begin work immediately. The others, who, he thought, were headed by two men known as Gear and Brown, obtained their franchise, but allowed it to lapse by not beginning work in five years' time.

Mr. Dillingham then told of going to Governor Carter and taking up with him the matter of the Hilo Railroad construction, asking 20 years' exemption from taxation as one of the encouragements. Carter favored this for ten years anyway, and the Legislature passed a bill to this effect. Mr. Dillingham stated briefly how he suggested to Gov. Carter that in view of the obstacles of building the road, the Government get, if possible, the organic act changed so that the Territory could guarantee four per cent on bonds for railroads authorized, and that the road itself should pay six per cent on its bonds, two per cent of which should go for a specific purpose—building and development of interior carriage roads on Hawaii. He said the only advantage to the railroad would be that the promoters could take this proposition to New York and sell its bonds because of this Territorial guarantee.

"He thought it a very improper proposition," said Mr. Dillingham, saying there were a few holders of government bonds here who wouldn't like it. So we went ahead on our own arrangement." He then outlined the financing of the Hilo road.

A four per cent dividend was paid early in the history of the line, but no dividend has been declared in recent years, because the earnings did not warrant it. The net profits last year, however, were about \$30,000 to \$35,000, while this year they were \$48,000.

Asked about homesteading, Dillingham said he believed it would be a good thing to have more people here if they could make a living. He would naturally desire to form a railroad standpoint.

"But I cannot see how it is going to do any good to uproot a system that has cost so much to establish and which is proving so successful in a financial way, to make room for a lot of malcontents who don't understand conditions."

Regarding pineapples as a crop, he said it has been only within the last few years it has had a real test, but though it would not prove practical to the small homesteader, because of the great expense it entails. There are only a few known crops that are known to be successful, he asserted, and that sets a large limitation on the prospects of the homesteader.

Of the government lands on which leases are expiring, he thought it would be a rather dangerous experiment to open these for homesteading, seriously crippling the plantations. The mills are expensive propositions and the owners need control of sufficient land to insure enough business for the mills to make them pay for themselves. If the land goes to the small farmers, the mill owners will never have that assurance, because they will never know how soon the farmers may turn to some culture other than cane.

He admitted, however, that there are limitations to the land, that about the only alternate crop is the pineapple. The Secretary informed him that others have testified that land best suited for sugar is generally not a success as pineapple land.

"I presume that is true," Dillingham admitted.

Attorney Ashford then questioned the railway man regarding the establishment of the plantations along the Oahu railway line. Asked if any promoters' stock was issued on the Ewa plantation, he replied:

"Well, if there was, I didn't get any."

Mr. Dillingham went into Ewa's financial history, saying it was capitalized originally for a half million, which was a million or a million and a half too low, and when Castle & Cooke had carried the plantation almost to the point of suspension they were finally able to raise more money and later the capitalization was increased. He also told of Waiwae's inception, developed from a cattle ranch, the lease of which was held by himself and Mark Robinson. The railroad directors declined to take this up as a plantation proposition, and Mr. Dillingham told how he himself had taken hold of the proposition. The Halstead holdings were secured and a fifty-year lease on Bishop estate land. He incorporated the plantation when he let go for the value to which it had been brought.

Ashford asked him: "So that the property which you secured for \$25,000 was divided, the cattle sold to the railroad and the plantation for two or three hundred thousand dollars? You mean you did that?"

Mr. Dillingham: "Yes; of course I did."

Mr. Dillingham in response to questions by Ashford as to the railroad rates, said it is the policy of the railroad to comply with all the requirements of the interstate commerce act, believing that it was for the best interests of the company as well as for the public. He then told of the conditions under which the Waiwae extension was built, under guarantee of business from the pineapple growers and of the voluntary reductions

made on the freight, upon a schedule previously agreed upon.

What Railroad Has Done.

Ashford questioned Dillingham further on the stock issues and dividends of the O. R. & L. Co. "I'll tell you what we paid for our franchise," said Dillingham. "The Government granted us this franchise and we've built up the taxes on all this island from \$220,000 in 1892 to between a million and a half or two millions, which this government receives from the efforts of one or two men. Beyond the point where the railroad reaches on this island, the taxes have remained about as they were. That's what we paid for the stock."

Questioned further, Mr. Dillingham said warmly: "I don't own all the stock, Mr. Ashford. Humanity has enjoyed the blessings of this railroad."

Ashford asked as to the trustees of the bondholders and Mr. Dillingham said Governor Frear and R. W. Atkinson.

Fisher asked Dillingham if any statement has been prepared and made public showing the financial condition of the Oahu railroad, including the capital account. Mr. Dillingham said he did not know whether this had been publicly shown since the start because of organization and reorganization in the early stages of the road, but that it can all be determined from an examination of the books. The annual reports, he said, show these accounts in all their details. Mr. Fisher said he is anxious to get an accurate report showing what amount of cash money has been actually put into the road in construction, extension, etc.

On examination by Attorney Olson Mr. Dillingham said that Governor Frear has been trustee for the Oahu bondholders for some eight years.

"Well, Mr. Dillingham," said Fisher good humoredly, "if you've got a road with the capitalization you've mentioned, your stock selling at 140, and only two millions of bonds outstanding, we can safely assume that the duties of a trustee for the bondholders would be rather perfunctory."

Rath Talks on Social Problems.

Mr. J. A. Kennedy was then called for, but was not present. James A. Rath, head of Palama Settlement, was called. He said he came here from Springfield, Mass., where he had acquired training in social work. He came here in March, 1905, and since that time has been engaged in settlement work. He stated that the settlement or mission work into which he entered was started by the Central Union church. He described the general nature of the work, declaring that it sometimes even extended to finding wives for the men.

The population in the settlement is largely Japanese, though there are large numbers of Chinese, Hawaiians, etc., the records last year showing 24 nationalities.

Asked regarding the report that plantation workers are drifting into the city and going into other lines of work, he said the Filipinos are the only noticeable race in this respect.

He admitted that in many instances the Filipinos are not strong enough for it. He said their complaint is usually that the work is too hard.

While the Filipinos make little complaint of small wages, many Spaniards enter that objection to plantation life. They often say, he asserted, that they have to pay so much at the plantation stores that they cannot make a living. He had made no comparison of the prices at the plantation stores with prices in the city.

Doubted Homestead Plans.

He thought homesteading under present conditions is a difficult proposition. "I don't see how it can be made a success," he said. "My father-in-law aptly explained the situation when I sought to get him to come here from his home near Boston. He said if he came here and raised cane, his only crop, he would be at the mercy of one man, while at his own home he could haul diversified crops to the Boston market and get good prices, being at the mercy of no one man."

"I can't see how Governor Frear has anything to do with the condition present here," he added a minute later.

Concerning the shifting of immigrants from the islands to the mainland, he said he could not explain it more than that they are drawn by the glamour of going to "the white man's land."

He gave an interesting narrative of the manner in which the different races mix here, declaring that the mixture is very free and unlimited. Asked as to the effect where Anglo-Saxons took homesteads on land and found themselves neighbors of Orientals, he said he thought the Anglo-Saxon would eventually move out. They don't like the close social position, though they are willing to give money to the Christianize the Orientals. He thought there is a tendency here to regard all manual labor as peculiar to the Oriental, and told a story of a proposed partnership in a lawn mower between a white and Chinese boy, which was upended by the white lad, as being beneath him.

Asked regarding the so-called Japanese strike, he said he noticed the Japanese places were taken by men in the city, who were paid about \$1.50 a day, and that there was considerable competition for the jobs. He said the larger boys rushed to get tickets early and reach the plantations before others, to get work.

Asked by Attorney Ashford what he thought the effect of \$1.50 steady wages would have on Honolulu, Mr. Rath said he could not answer, not knowing.

In answer to a question by Attorney Olson, he declared that if a tract is to be settled by Anglo-Saxons, the Oriental race would have to be denied holding on the same section; otherwise the Anglo-Saxon would not stay.

"If you want to keep the Anglo-Saxon you cannot mix them with the other races. He stands aloof from them." He admitted it was true there are many intermarriages be-

tween them and the other races, but added: "I pity the offspring."

At the same time he admitted many of these had been successful and said he had in view when he spoke, of the admixtures in East India.

Field Says Too Much Politics.

H. Gooding Field, the expert accountant and efficiency expert, was then summoned. He told of his coming here, his work for the Honolulu Chamber of Commerce and the Hilo Chamber of Commerce.

"I came to the conclusion that the local governments were inefficient," he said in answer to the query as to his conclusions, "due to the inefficiency of the individuals in the various offices." He stated that his views had been brought publicly in reports on his investigations.

He said he did not know that any action had been taken on his recommendations, to improve conditions.

He admitted, on questions by the Secretary, that he had not had occasion to investigate the public utilities companies.

He said he believed there is too much politics in the islands, and that it is impossible for the larger interests to effect changes because they are not in a majority at the polls.

Attorney Ashford then asked him if he understood the testimony given yesterday by W. W. Goodale, on the Waiwae plantations, and if there are laws providing against fictitious returns of property values. He replied that there is at present no law providing for independent audits, which must be made to ascertain the verity of returned values.

A. W. T. Bottomley of Bishop & Co., was asked regarding prices or wages paid homesteaders, replying that most of the labor was handled by the Japanese, on contract. He thought one man could care for about 20 or 30 such laborers, most of the others holding smaller tracts. "We prefer to rent less than 10 acres, so that one man will produce larger, better crops," he said.

"We started in about ten years ago with the idea of getting the coffee planter to stay as a homesteader. When the coffee boom failed we turned to sugar and adopted the leasing system."

Where his plantation had to adopt a policy, it used the contract, being willing to give long contracts when they are desired. The prices paid the producer vary with the market, at present being \$4 a ton, as sugar is worth 4 cents at New York.

The Secretary then began figuring in detail the cost of sugar production on Bottomley's figures. Bottomley thought the small producers could produce cane as cheap, or cheaper, than the large plantation, under these conditions, largely because the homesteaders in this section have better land and have been able to give the crop more attention. He thought that this year, however, his company and the small producers are going to get about the same yield.

"Who will be raising the cane at the smaller price?" he was asked.

"That's a question. It's about a standoff." He thought the small man working for himself will work longer hours and harder than for wages. Most of these he was thinking of are Japanese. He said there were three or four white homesteaders there, and gave the Secretary their names. There is one large Hawaiian planter who has about 400 acres and sublets it to laborers. All the others are Japanese, he asserted.

"Our manager considers he can grow cane cheaper by day labor than by contract or leasing," Bottomley said. He admitted he and the manager differed on that point.

Secretary Fisher then adjourned the hearing until 9:30 o'clock tomorrow morning.

A STRONG SUGAR

MARKET PREDICTED

Willett & Gray's review of the raw sugar market under date of August 29 is in part as follows:

As anticipated by us, our market has continued to advance as a result of the temporary scarcity of raw sugar supplies.

Centrifugals were quoted last week at 2 1/2 c. & f. for Cubas or 4 1/2 c. landed, basis 96 deg. test, but holders became much firmer and obtained 2 1/2-1 1/2 c. & f. (4 1/2 c.) for some 50,000 bags early September Cuban, sold to Federal, with a further advance, a day or two later, to 4.25c. for small lots of nearby Surinams and Porto Rico, also sold to Federal.

The latter extreme price was only paid because of delay in the arrival of previous purchases. Other returns are not in urgent need of supplies and are not disposed to pay the last advance, at which they could secure a moderate quantity of Cubas, nearby and for shipment, say at 2 1/2 c. & f. and a cargo of Javas, due to arrive in September, say at 1 1/2-7/8 c. & f. & L, each being the equivalent of 4.25c. landed. Some holders ask 2 1/2-1 1/2 c. & f.

It is a question, therefore, whether or not a cargo arriving in the next few days, unsold, could be disposed of at 4.25c., yet this price may look cheap some time before the middle of October, during which there may be further delays in arrival of supplies. The supply and demand outlook for the next six weeks is such that we may have a very irregular market, with many fluctuations, ranging, possibly, from 4.11c. to 4.35c. for 96 deg. test.

It is reported that but few charters for August loading in Java have been made, large stocks being held the island by speculators who may overstay the market; also, that freight from Java is now 40 to 45 shillings (double normal rates), and present indications are that Cane sugars will be very scarce in October-November, thus making us dependent largely upon European Beet for deficiencies in supplies of privileged sugars at that time, which insures a continued strong market until there is a pressure of new crop Beet.

The Louisiana crop will be small

and cannot help us out as much as usual.

Shipments from Philippine Islands have been smaller than last year, 130 tons against 38,400 tons to end of June, but the holders there have finally decided to let their sugar come forward freely to the United States.

Stock of unsold sugar in Cuba is small, probably not more than 70,000 nothing to offer until October, and West Indies have disposed of about all their crops; Brazil mail advices report some centrifugals in stock, but have not yet offered them here.

European markets advanced 10 1/2 c. on prompt Beet, but reached 7 1/2 c. at the close; October-December Beet fluctuated narrowly.

Cuba reports favorable to 1,850,000 tons with a small quantity still making and on plantations.

Our cables from Germany and London report favorable weather for the beet crop in some sections, but partially suffering from rain and needing sunshine and warmth. The weather in September-October especially will be of importance as affecting the quality, and meanwhile no close estimates of the output can be made. Thus far the weight is good but sugar content backward.

Visible Sugar Supply.

Stocks in the United States and Cuba together of 357,660 tons, against 386,028 tons last week and 190,845 tons last year, an increase of 166,315 tons from last year.

Stock in Europe, 953,000 tons, against 1,093,000 tons last year.

Total stock of Europe and America, 1,310,000 tons against 1,283,845 tons last year at the same uneven dates.

The increase of stock is 26,155 tons against an increase of 115,586 tons last week. Total stocks and floats together show a visible supply of 1,569,660 tons against 1,590,514 tons last year, or a decrease of 22,185 tons.

ARMY AND NAVY NOTES

Naval demonstrations at San Francisco, Manila and New York October 14 and 15 have been ordered by the Navy Department. Simultaneously with a review of the Atlantic fleet at New York the Pacific fleet will rendezvous at San Francisco and the Asiatic fleet at Manila. Officials say there is no political significance in the order.

The demonstrations will follow the program of exercises of the Atlantic fleet now in progress off the coast of New England. The vessels will assemble in the lower Hudson river at New York for review by President Taft and the Secretary of the Navy. The new naval monsters, Arkansas and Wyoming, the latest additions to the navy, will be commissioned in time to take part.

The President and his guests, including prominent officials and members of the diplomatic corps, will review the fleet from aboard the Arkansas, and Rear Admiral Oterhaus, commanding the fleet, will use the Wyoming as his flagship.

In number and tonnage the fleet will exceed that which was reviewed in the same waters last year. In addition to the new ships it will include the vessels of the Atlantic reserve fleet and the torpedo and submarine flotillas. Arrangements for the review are now being made by the officials of the Navy Department and the officers of the fleet.

It is said that the plans of assembling and review will be materially different from the ones carried out at the demonstration last November.

According to the estimate made at the Navy Department, there will be about 120 vessels gathered in New York harbor. This is approximately twenty-one more than were present at the great demonstration last November.

The rendezvous of the Asiatic fleet is dependent upon the conditions then prevailing in China, it was said at the Navy Department.

At San Francisco about fifty vessels will be called together under command of Rear Admiral Southern. The Asiatic fleet will assemble approximately twenty vessels, under command of Rear Admiral R. F. Nicholson.

The entire Atlantic fleet with the torpedo flotilla and a number of Auxiliary vessels has left Newport and put out to sea for the annual summer practice. Later in the month the will cruise to the Southern drill grounds, off the Virginia capes.

The revenue cutter service received full measure of official commendation by President Taft and Secretary MacVeagh for the work of Capt. K. W. Perry and the officers and crew of the revenue cutter Manning, on Kodiak Island, Alaska, during the volcanic eruption of Mount Katmai from June 6 to 9.

The Manning rescued 500 people, many of whom would have perished but for this timely aid, which the President wrote "compels admiration and deserves praise." Instead of putting to sea beyond the zone of danger, the President pointed out, the Manning remained in port in the face of apparent destruction.

In addition to Capt. Perry, Secretary MacVeagh commended Lieut. W. K. Thompson, J. F. Hahn and K. W. Kraft, Shipwright F. R. Bred, Assistant Master-at-Arms R. J. Madden, Coxswain O. Huttfield and Seaman F. Campbell.

REAL ESTATE TRANSACTIONS.

Helen Boyd to Mow Kam et al. Can L; por Gra 3619, 51 and pcs land, etc. Manoa valley, Honolulu; B 373, p 189, July 1, 1912.

Kaina Kaanaana (widow) to Trs of Est of W C Lumalihi, M; lot 2, rents, etc. of Peterson Place subdiv, Asylum Rd, Honolulu, Oahu; 2 45-100a land, rents, etc. Waiawa, Ewa, Oahu; \$2000. B 361, p 469, July 26, 1912.

John W Cook and wf to Trs of Harmony Lodge No 3, I O O F, M; 41,238 sq ft of kuls 4452, 942 and 1162, School St, Honolulu, Oahu; \$1,500. B 361, p 472, Aug 21, 1912.

Mary T Carey (widow) et al to Waiawa Agtlet-Go Ltd, L; int in grs 229

CLOTHING TALK

THE Gotham Clothiers can extend you no more clever styles or fabrics than we. And this is due to our ability to control the agency in this city for the

"ALFRED BENJAMIN" CLOTHES

"BENJAMIN'S" clothes not only exceed all other ready-to-wear clothes in style and quality, but they

COST LITTLE MORE THAN THE ORDINARY KIND

THE CLARION

Cor. Fort and Hotel Sts.

A Letter from the Regal Shoe Store

School Will Open Monday, Sept. 16th

Many a boy and girl will begin the term in a pair of shoes bought from our store, and judging from personal expressions, their parents all agree that NO OTHER school shoes are quite so good as ours.

COURTEOUS TREATMENT AND PROPER SHOE FITTING ARE TWO RULES STRICTLY ENFORCED IN THIS STORE.

We are prepared to show you a complete and well-assorted stock of L. B. EVAN'S "LITTLE CHUM" SCHOOL SHOES.

An endless chain of GOOD SHOE VALUES bids you come.

Regal Shoe Store,

COR. KING AND BETHEL STS. GEO. A. BROWN, Manager

and 716, Kamananui, Waiwae, Oahu; 20 yrs at \$1000 per an. B 373, p 191, Aug 21, 1912.

Wong Yee et al to Lum Leong, D; 2a of gr 4616, rents, etc. Waiwae, Waiwae, Oahu; \$1500. B 360, p 482, Aug 23, 1912.

Carlos A Long and wf to T Nozawa, D; lot 7, Olomana tract, Honolulu, Oahu; \$750. B 360, p 484, Aug 22, 1912.

T Nozawa and wf to Carlos A Long, tr, M; lot 7, Olomana tract, Honolulu, Oahu; \$600. B 361, p 476, Aug 22, 1912.

Carlos A Long and wf to Manuel Correira, D; lot 8, Olomana tract, Honolulu, Oahu; \$750. B 360, p 485, Aug 17, 1912.

and 716, Kamananui, Waiwae, Oahu; 22, 1912.

Kaulane and hab to Namana (w), D; 1-2 int in R P 4855, kul 2444, Kaulane, Koolau, Oahu; \$30. B 360, p 488, July 21, 1910.

W C Aehl, tr, to William Henry, A M; mtg K N Kuna on gr 8013, R P 2406, and int in R P 2529, bids, rents, etc. Kailua, etc. Koolau, Oahu; \$110. B 361, p 478, Jan 6, 1912.

Alwine W Conradt and hab (C C) to Clarence H Cooke, D; R Ps 2978 and 4920, lot 3, Mapulehu, Molokai; \$50. B 360, p 489, Aug 1, 1912.

Carrie Freitas to Jose Freitas, M; lot 3, Olomana tract, Honolulu, Oahu; \$1100. B 361, p 457, Aug 17, 1912.

KUHIO'S MANAGERS START RACE ISSUE, SIEGE GUN WORK AT SCHOFIELD, RUFUS LYMAN GETS THREE YEARS, FISHER QUESTIONS ON GOVERNORSHIP, ENLISTED MEN TESTIFY AT SCHOFIELD, NEW WIRELESS STATION ON KAUAI, THREE NEW AGRICULTURAL COMPANIES FORMED,

Are titles of news items that appeared in this paper YESTERDAY—twenty-four hours ago—and were given to the public while they were news.